

**WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
REQUEST FOR PROPOSAL ACQ-2006-0701-RFP
AMENDMENT NO. 2**

This is an amendment to Request for Proposal (RFP) ACQ-2006-0701-RFP issued by the Washington State Department of Transportation on August 3, 2006 for High Occupancy Toll (HOT) Lane Electronic Toll Collection System Supply, Installation, and Maintenance, as amended by Amendment No. 1 on August 23, 2006.

I. The following are revisions to the Request for Proposal:

- a) **Section 1.1 Request for Proposal** – Revise the last sentence of Section 1.1 (pages 1-1) of the RFP as follows:

The Washington State Department of Transportation, hereinafter referred to as WSDOT, is offering this Request for Proposals to solicit Vendors interested in providing proposals for High Occupancy Toll (HOT) Lane Electronic Toll Collection (ETC) System Supply, Installation, and Maintenance services for the SR 167 HOT Lanes Pilot Project. Proposals will be evaluated against criteria described in this document to determine which proposal provides the best overall value to WSDOT. WSDOT will then contract with the firm submitting the winning proposal for supply, installation, maintenance, and optional services according to the terms, conditions, and Specifications identified in this Request for Proposal. ~~Incentives are provided for opening ahead of schedule and liquidated~~Liquidated damages are provided for missing the tolling commencement date.

- b) **Section 4.6 Technical Proposal** – Revise the text under the first bullet *Project Delivery Approach* in Section 4.6 (page 4-4) of the RFP as follows:

- **Project Delivery Approach** – The Project Delivery Approach shall be limited to fifteen (15) pages and contain a detailed description of the Vendor's proposed approach to the work. The description shall include a discussion of the major tasks; a one page graphical representation of the task flow; the Vendor's approach to project management, design, software development (including identification of the programming language(s) to be used in all components of the system), installation, testing, and maintenance support; and a Gantt schedule on 11 by 17 inch fan folded paper, which supports WSDOT's schedule for tolling commencement. The Gantt schedule is not included in the page limit. The description should also briefly discuss the Vendor's approach to traffic control for installation and testing and whether the amount of traffic control to be provided by WSDOT (see Section 6.10.3.4) is adequate for the Vendor's work.

- c) **Section 6.7 Sequence of Events and Payment Milestones** – Revise the first row of *Table 2. SR 167 HOT Lanes Payment Milestones* in Section 6.7 (page 6-9) of the RFP as follows:

Project Initiation	WSDOT approval of the following: <ul style="list-style-type: none"> ▪ Project Schedule ▪ Project Management Plan ▪ Quality Management Plan ▪ Software Development Plan ▪ <u>Executed Contract Bond</u> ▪ <u>Insurance Certificates</u> 	To be completed by Vendor (shall be no later than thirty calendar days after notice to proceed)	5% of the lump sum price identified in selected Vendor's response to Section 4.7.1 of this RFP*
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- d) **Section 6.8 Incentives and Liquidated Damages** – Revise Section 6.8 (page 6-10) of the RFP as follows:

~~WSDOT will provide a monetary incentive to the Vendor for achieving Tolling Commencement earlier than WSDOT's scheduled Tolling Commencement date in the amount of ten thousand dollars (\$10,000) per week for each week that the Vendor is able to accelerate the schedule for Tolling Commencement up to three weeks or thirty thousand dollars (\$30,000). Incentives will not be available for early completion of the Work.~~

WSDOT will assess week-for-week delay liquidated damages on the Vendor in the amount of thirty thousand dollars (\$30,000) per week for each week the Vendor does not achieve Tolling Commencement by the guaranteed date. Liquidated damages will not be assessed for a WSDOT caused delay of the Tolling Commencement date.

- e) **Section 6.12 Infrastructure Availability and Contractor Coordination** – Add a new Section 6.12 to the RFP as follows:

WSDOT will furnish the infrastructure described in Section 6.10.1 of the RFP via a separate civil construction contract scheduled to be awarded in May 2007 (estimated). Preliminary plans representing 60% design have been made available on WSDOT's website. These plans generally represent the placement, layout, and quantities of the HOT Lanes infrastructure, but should not be considered final. WSDOT expects to complete the final contract plans and specifications and advertise for bids in March 2007 (estimated) after selection of a Vendor for the HOT Lanes. The Vendor will be invited to review the plans and specifications and provide comments prior to advertisement. For the proposal, the Vendor should assume that this infrastructure will be fully completed as described in the RFP (including amendments) no later than November 5, 2007. Earlier access to the infrastructure may be possible depending on how the civil contractor stages its work, but such access will require independent coordination between the civil contractor and the toll Vendor. WSDOT may facilitate this coordination but cannot make any guarantees at this time about availability of the infrastructure prior to the date identified above. The Vendor shall account for this schedule and any coordination as part of its proposal in accordance with Section 2.4 of the RFP, and any resulting costs shall be incidental and included within the Price Proposal submitted.

- f) **Section 7.2.1.4 Enforcement Support System** – Replace the eighth paragraph of Section 7.2.1.4 (page 7-8) of the RFP as follows:

~~The lane controller shall activate the enforcement transponder, if present, and present relevant information (such as whether toll paid status) about the immediately preceding transaction when present in the tolling zone.~~

The lane controller shall cause the AVI Reader to activate the enforcement transponder when an unshielded transponder in the vehicle preceding a vehicle equipped with an enforcement transponder is read by the AVI Reader within the preceding 10 seconds.

- g) **Section 7.2.2.2 Toll Transaction Assembly** – Revise the second to last paragraph of Section 7.2.2.2 (page 7-11) of the RFP as follows:

The FMAS shall have the ability to store individual daily toll transactions and trip records for one year.

- h) **Section 7.2.8.2 Toll Transaction Assembly** – Revise the sixth paragraph of Section 7.2.8.2 (page 7-24) of the RFP as follows:

The system shall use a current version of the Microsoft SQL 2003–2005 Database Management System (DBMS) as used by WSDOT.

- i) **Section 8.4.1 Installation Plan** – Add the following text to the end of Section 8.4.1 (page 8-15) of the RFP:

The Installation Plan shall include a detailed description of the safety procedures, consistent with WSDOT's work zone safety procedures, to be followed by its personnel during installation and testing.

- j) **Section 8.4.2 Coordination with Civil/ITS Contractor** – Add the following text to the end of Section 8.4.2 (page 8-15) of the RFP:

The Vendor's installation foreman shall meet with the civil contractor's foreman no less than once per week during civil contractor's construction. The Vendor shall jointly develop with the civil contractor an issues/actions list and work diligently to resolve items on the list to meet the overall schedule for the HOT Lanes.

The Vendor shall also coordinate with WSDOT and the civil contractor on safety procedures to provide a safe operating environment for WSDOT, civil contractor, and Vendor personnel as well as for the public.

- k) **Section 13 Exhibit D – Price Proposal Tables** – Revise rows one and seven of the table (page 13-3) of Price Sheet A in Section 13 of the RFP as follows:

Project Initiation	WSDOT approval of the following: <ul style="list-style-type: none"> ▪ Project Schedule ▪ Project Management Plan ▪ Quality Management Plan ▪ Software Development Plan ▪ Executed Contract Bond ▪ Insurance Certificates 		\$
System Acceptance	WSDOT approval of the following: <ul style="list-style-type: none"> ▪ Acceptance Test ▪ Test Reports ▪ Hardware and software inventory ▪ Documentation described in Section 8.2.2.2 ▪ Warranty materials ▪ As-built documentation ▪ Certification from Washington State Department of Revenue that all taxes have been paid 		20% of the lump sum price identified in selected Vendor's response to Section 4.7.1 of this RFP

II. This RFP is amended to include the following Questions and Answers; please note that the questions are presented verbatim as received:

Q1. Would WashDOT please provide more detailed information as to the System Requirements to discriminate between vehicles in the HOV/HOT lane versus the normal lanes?

A1. The HOV/HOT lane will be physically separated from the adjacent general purpose lane by a two-foot buffer consisting of two solid eight-inch painted lines separated by eight inches. It will be illegal for a vehicle to cross the buffer except in designated ingress/egress areas, which will be identified by a single dashed eight-inch painted line instead of the two solid lines. Vehicles passing a tolling zone in the HOV/HOT lane must be detected and counted (subject to the limitations of Section 7.3.1 of the RFP), and vehicles with properly mounted transponders must be read and written to (subject to the limitations of Section 7.3.1 of the RFP). Vehicles passing the tolling zone in the adjacent general purpose lane should not be detected, counted, or read as a vehicle in the HOV/HOT lane. There is no requirement to discriminate for vehicles traveling illegally on the buffer while passing the tolling zone, although WSDOT will consider more favorably a solution that addresses this operational situation. Note that the antenna support structure provided by WSDOT will extend to the middle of the adjacent general purpose lane.

Q2. Would WashDOT please provide more information on the transponder disabling device? This would be helpful.

A2. The transponder disabling device is a passive device about the size of the transponder that temporarily mounts over the transponder on the inside of the windshield and prevents communication with the AVI reader by disrupting the RF signal. WSDOT will be supplying the transponder disabling device for this procurement. Prospective Vendors are not required to provide a solution for disabling the transponder, nor do the performance requirements require testing of the disabling device.

Q3. When is the Contract Bond due? What is the timeframe or due date?

A3. The Vendor shall provide to WSDOT an executed Contract Bond in accordance with Article IX of the sample contract included in Section 14 of the RFP within twenty (20) days of execution of the written Notice to Proceed as provided in Section 5.2.1(b) of the Contract. The Contract Bond shall remain in effect until Vendor successfully performs the Contract work and has paid all persons who have furnished labor or material in the performance of the Contract.

Q4. In what format are the reports going to be sent for the SR167 HOT lanes?

A4. Please refer to the last paragraph each of Sections 7.2.7 and 7.2.7.2 of the RFP.

Q5. RFP, Section 6.8, WSDOT will assess week-for-week delay liquidated damages on the Vendor in the amount of thirty thousand dollars (\$30,000) per week for each week the Vendor does not achieve Tolling Commencement by the guaranteed date. If the Vendor does not achieve Tolling Commencement by October 6, 2007, WSDOT will suspend weekly delay liquidated damages; establish a new Tolling Commencement guaranteed date, which will be no earlier than the first Saturday following the start of Daylight Savings Time in 2008; and assess lump sum delay liquidated damages in the amount of \$200,000. If the Vendor does not achieve Tolling Commencement by the new guaranteed date, WSDOT will resume assessing week-for-week delay liquidated damages on the Vendor in the amount of thirty thousand dollars (\$30,000) per week for each week the Vendor does not achieve Tolling Commencement.

What happens if the delay is caused by hardware provided by WSDOT, such as the readers, tags, handheld reader, or enforcement tag?

A5. Liquidated damages will not be assessed for a WSDOT caused delay of the Tolling Commencement date. Please note that the text in Section 6.8 was revised in Amendment No. 1 (see item I.k) and is further revised in this Amendment No. 2 (see above re: Section 6.8).

- Q6.** RFP Section 6.9, The SR 167 HOT Lanes Pilot Project consists of 10 tolling locations; 6 in the northbound direction and 4 in the southbound direction.....

Has WSDOT verified with TransCore that locating readers in this close proximity, as noted in Table 3, will not cause the readers to interfere with each other as was the case with other eGo™ readers? Reader crosstalk would cause system degradation resulting in failure to meet specifications.

A6. Yes.

- Q7.** RFP Section 7.2.1.1, The lane controller shall write the date, time, and location of the transponder read back on the transponder.

The Lane Controller cannot write anything to the tag. The Lane Controller can only present data to the reader, furnished by WSDOT, for the reader to write to the tag. If the reader or tag fail to complete a write communication, the Lane Controller cannot be responsible. Please explain how a failure of the reader/tag combination to complete a successful write to the tag will be monitored and accounted for with regard to system acceptance and accuracy.

A7. WSDOT is seeking a system integrator that has the experience and capability to combine hardware, firmware, and software components from various sources into a comprehensive electronic toll collection system that meet the requirements of the RFP, including integration of equipment provided by WSDOT. The FMAS is required to have the ability to interrogate the lane controller to determine the status of the lane controller, and its associated equipment, and record the status for processing and reporting purposes. The FMAS is also required to provide an automatic alert in the event of lane controller and/or associated equipment failure (refer to RFP Section 7.2.1.1). Equipment associated with the Lane Controller includes the AVI reader, which has features and functions that enables the monitoring of transponder reading and writing. The Vendor remains responsible for meeting the accuracy requirements as detailed in Section 7.3.1 of the RFP. The Vendor is also responsible for monitoring the health of the AVI reader (refer to RFP Section 9.4.2), among other things, and managing its repair or replacement if an equipment failure is detected.

- Q8.** RFP Section 7.2.1.1 [*sic*], Automatic Vehicle Identification (AVI) Reader

This reader/antenna/tag combination is supplied by WSDOT. With the exception of antenna mounting location, the specifications in this section are outside the control of the integrator, unless the integrator is the reader manufacturer. Please explain how the failures of the reader/antenna/tag combination to meet any of these specifications will affect system acceptance and accuracy.

A8. See A7.

- Q9.** RFP Section 7.2.1.4, The lane controller shall activate the enforcement transponder, if present, and present relevant information (such as whether toll paid status) about the immediately preceding transaction when present in the tolling zone.

The Lane Controller cannot activate anything with regard to the enforcement transponder. The Lane Controller can only present data to the reader, furnished by WSDOT, for the reader to communicate to the enforcement transponder. If the reader or enforcement transponder fail to complete a write communication, the Lane Controller cannot be responsible. Please explain how a failure of the reader/enforcement transponder combination to complete a successful write to the transponder will be monitored and accounted for with regard to system acceptance and accuracy.

A9. See A7.

- Q10.** RFP Section 7.2.1.4, The handheld transponder reader will allow a law enforcement officer to confirm that an SOV has a transaction written to their transponder within the approximate time required to travel from the last toll zone of the HOT lane as required. The handheld transponder reader will be able to read a stationary transponder and display the last read time, date, and location that the transponder was read. The Vendor shall configure the handheld transponder reader to provide the required functionality.

The handheld reader is supplied by WSDOT. Please explain how failure of the handheld reader to meet these specifications will affect system acceptance and accuracy.

A10. The Vendor is required to configure the handheld transponder reader according to the manufacturer's instructions.

- Q11.** RFP Section 7.2.1.4, The handheld transponder reader will allow a law enforcement officer to confirm that an SOV has a transaction written to their transponder within the approximate time required to travel from the last toll zone of the HOT lane as required.

The handheld transponder reader will be able to read a stationary transponder and display the last read time, date, and location that the transponder was read. The Vendor shall configure the handheld transponder reader to provide the required functionality.

The handheld reader is supplied by WSDOT. Please explain how failure of the handheld reader to meet these specifications will affect system acceptance and accuracy.

A11. The Vendor is required to configure the handheld transponder reader according to the manufacturer's instructions.

Q12. RFP Section 7.2.1.4, The tolling zone AVI transponder reader shall write the date, time, and location onto a valid transponder in a manner than can always be read by the handheld transponder reader. The tolling zone AVI transponder reader AVI subsystem shall not write to an invalid or bad transponder

The system cannot write anything to the tag. The Lane Controller can only present data to the reader, furnished by WSDOT, for the reader to write to the tag. If the reader or tag fail to complete a write communication, the system cannot be responsible. Please explain how a failure of the reader/tag combination to meet these specifications will be monitored and accounted for with regard to system acceptance and accuracy.

A12. WSDOT is seeking a system integrator that has the experience and capability to combine hardware, firmware, and software components from various sources into a comprehensive electronic toll collection system that meet the requirements of the RFP, including integration of equipment provided by WSDOT. The Vendor is required to develop a system that can write the date, time, and location to the transponder of the last time the transponder was read. If this action is done successfully, then the handheld reader will be able to read the transponder. The FMAS is required to have the ability to interrogate the lane controller to determine the status of the lane controller, and its associated equipment, and record the status for processing and reporting purposes. The FMAS is also required to provide an automatic alert in the event of lane controller and/or associated equipment failure (refer to RFP Section 7.2.1.1). Equipment associated with the Lane Controller includes the AVI reader, which has features and functions that enables the monitoring of transponder reading and writing. The Vendor remains responsible for meeting the accuracy requirements as detailed in Section 7.3.1 of the RFP. The Vendor is also responsible for monitoring the health of the AVI reader (refer to RFP Section 9.4.2), among other things, and managing its repair or replacement if an equipment failure is detected.

Q13. RFP Section 7.2.1.4, The lane controller shall activate the enforcement transponder, if present, and present relevant information (such as whether toll paid status) about the immediately preceding transaction when present in the tolling zone.

Can we get more defined time spans required by the system for enforcement in regards to approximate times to activate enforcement and handheld transponders and provide with transaction data?

A13. The requirements of this section have been modified in this amendment (see above re: Section 7.2.1.4) to clarify the operation of the enforcement transponder. There are no handheld transponders in this procurement; however, a handheld reader will be carried by patrol officers and used during a traffic stop to determine the last read recorded on a transponder. The

handheld reader is activated by the officer and will read the information that is written on the transponder by the AVI reader.

Q14. RFP Section 7.2.1.5, Toll Rate Dynamic Message Sign.

The DMS is supplied by WSDOT. With the exception of the information communication with the DMS, the other requirements are outside the control of the integrator. Please explain how a failure of the DMS to meet these other specifications will be monitored and how this will affect system acceptance and accuracy.

A14. WSDOT is seeking a system integrator that has the experience and capability to combine hardware, firmware, and software components from various sources into a comprehensive electronic toll collection system that meet the requirements of the RFP, including integration of equipment provided by WSDOT. The FMAS is required to manage the Toll Rate DMS via the sign controller, interrogate the DMS to determine its status, and record the status for processing and reporting purposes (refer to RFP Section 7.2.1.1). The sign controller will have features and functions, based on NTCIP for DMS, which enable the monitoring of sign's health and display. The Vendor remains responsible for meeting the accuracy requirements as detailed in Section 7.3.1 of the RFP. The Vendor is also responsible for monitoring the health of the DMS (refer to RFP Section 9.4.2), among other things, and managing its repair or replacement if an equipment failure is detected.

Q15. RFP Section 7.2.2.2, The trip record and its related individual transponder reads shall remain available in the system database for reporting and on- line query purposes.

Please state duration of time this data must be stored on the FMAS for retrieval.

A15. The second to last paragraph of Section 7.2.2.2 of the RFP has been modified in this amendment (see above) to clarify the data retention requirements.

Q16. RFP Section 7.2.3, The Vendor shall provide a web base interface to FMAS for authorized WSDOT users over the WSDOT WAN.

RFP Section 7.2.6, The system shall be use a browser based, Intranet system architecture.

RFP Section 7.2.8, All user interfaces shall be web-based, GUI, and compatible with the current WSDOT-deployed Windows operating system.

Is there a specific need for a web-based interface or is this up for negotiation to be defined in system design if the Vendor can provide a similar or better interface?

A16. The requirements for the interface should be interpreted to mean “browser based” such that custom or application-specific client-side software is not necessary. Any authorized WSDOT employee should be able to access the system from their Windows-based desktop over the WSDOT WAN.

Q17. RFP Section 7.2.3.1, The FMAS shall provide an operations and managerial reporting and query function.

What are the requirements on age of data for reporting needs (near real-time, hour delay, etc...)?

A17. The data should be available as soon as it is written to the database; thus, the reporting function should be able to use the data as soon as it is written to the database.

Q18. RFP Section 7.2.7.2, FMAS shall use the third party utility Crystal Reports to provide this function in the most recent version being used by WSDOT.

Is this set in stone or can it be changed if the Vendor provides a similar or better reporting mechanism?

A18. Crystal Reports is the standard package used by WSDOT and remains a requirement.

Q19. RFP Section 7.2.8.2, The system shall use a current version of the Microsoft SQL 2003 Database Management System (DBMS) as used by WSDOT.

There is no such version of SQL Server 2003. Do you mean SQL Server 2000 or 2005? If you are referring to SQL Server 2005 and SQL Reporting Services is included, could we use that for reporting instead of Crystal?

A19. The requirement has been revised to specify Microsoft SQL 2005 (see above). Crystal Reports is the standard package used by WSDOT and remains a requirement.

Q20. RFP Section 7.3.1, The system shall correctly read properly mounted, unshielded transponders in the HOT lane tolling zone 99.5% of the time. The accuracy calculation shall be based upon a statistically significant sample (95% Confidence Level) of weekly transponder reads in [sic] The system shall correctly write to properly mounted, unshielded transponders in the HOT lane tolling zone 99.5% of the time. The accuracy calculation shall be based upon a statistically significant sample (95% Confidence Level) of weekly transponder reads in the HOT lanes under stop-and-go and free flow conditions. The system shall have no occurrences of reading or writing to properly mounted, unshielded transponders mounted on vehicles in adjacent general purpose lanes. The accuracy calculation shall be based upon driving 45 transponder equipped vehicles next to the double white line past

each of the tolling points under both stop-and-go and free flow conditions.

The reader/antenna/tag combination is supplied by WSDOT. With the exception of antenna mounting location, the specifications in this section are outside the control of the integrator, unless the integrator is the reader manufacturer. Please explain how the failures of the reader/antenna/tag combination to meet any of these accuracy specifications will be monitored and affect system acceptance and accuracy

A20. See A7.

ALL OTHER TERMS AND CONDITIONS OF THIS RFP REMAIN IN FULL FORCE AND EFFECT.